

This full statement of the particular circumstances under which Japan has iniquitously and unlawfully commenced war is presented to your Excellency to be communicated to your respected government for its inspection.

The above representation of the 20th year of Keio is the month and the day of the month.

CHEFOO.

(FROM OUR SPECIAL CORRESPONDENT.)

CHEFOO, August 15th.

Last night about 7 o'clock the British man-of-war *Undaunted* left here, but where for I cannot find out. No doubt it is to watch the Peiyang Squadron that passed here yesterday. At 7:30 p.m. yesterday the *Porpoise* arrived from Chemulpo, but she brings no news of importance. This afternoon five ladies and four children arrived from Wei-hai-wai overland. Mrs. Planbeck's child is only ten days old. I learn that the Chinese fleet left Wei-hai-wai yesterday morning, and that Wei-hai-wai has been attacked by the Japanese three times. The island is almost deserted. The fishermen who return every morning, report that a fleet of 21 Japanese steamers are cruising outside. I cannot learn where the Chinese fleet has gone to, but it is reported that it is now at Port Arthur. The Europeans left Wei-hai-wai on account of being frightened of the Chinese, who they think will shoot them should the Japanese land. There are only Mr. and Mrs. Jackson and Mr. Howard and two children at Wei-hai-wai. The Europeans on their way to Chefoo were shot at by Chinese several times, although they had three Chinese soldiers escorting them. I heard that a Japanese torpedo boat has been inside Wei-hai-wai for three nights running, although there is a large boom across the mouth of the harbour, but it is too short. The Japanese seem to know everything about the place, as to where the torpedoes are placed, &c. The *Undaunted* returned at 4 p.m. to-day, just as I am closing this.

Nothing of importance has occurred since my last. At 9 o'clock this morning the British man-of-war *Centurion*, *Undaunted*, *Seymour*, and *Mercury* went out for a cruise, and at 3:15 p.m. the *Porpoise* left.

It is reported here, but I believe it to be only a rumour, that the Japanese intend to land somewhere on the Promontory and attack the forts of Wei-hai-wai at the rear, while the Japanese squadron bombards from the sea. The five English men-of-war are in sight as I write this at 5 p.m.—*Shanghai Mercury*.

NEWCHANG.

Under date 10th August a correspondent writes to the *N. C. Daily News*—

Newchang has had rather a sorry summer. Up till nearly the end of June there was every promise of splendid crops, but in the last week of that month and nearly all through July came an almost unprecedented heavy rainfall. Just in the immediate neighbourhood of the port, owing to the proximity of the sea and the rise and fall of the tide, the rain water was carried away rapidly, and anything like a flood is practically impossible; still the whole country has been a morass, and to walk a hundred yards into it is impossible for any but the amphibious. Happy at such a time is the foreigner who rejects in a smart sailing boat or a skiff of some kind, in which he can go dancing over the waves and enjoy the pleasures of locomotion which are denied to the rest of the community. Further inland, where the water cannot escape so speedily, the valley of this great river has been deluged by a terrible flood. Travellers by boat talk of having sailed straight across country to avoid the current, and of going on for several days without seeing land, except here and there where stands a village on artificially raised ground. The floods are not so bad as they were in 1888, a year never to be forgotten by the dwellers in Newchang; but they are worse than in any other summer for a long time back.

Of course there will be a great deal of suffering in the winter, for the inhabitants of the valley depend on their crops of giant millet to furnish them not only with food but with fuel; and now they have no prospect of obtaining either the one or the other. It is not that any general scarcity is to be apprehended. As soon as the roads are hardened by the autumn frosts, endless supplies will be forthcoming from the far inland districts, which ordinarily can find no market for their grain, and are forced to turn it into whisky, because there is no other way of disposing of it. But what good is this to the poor fellow who has no money and no credit? The beans have suffered also, but in a far less degree, for they are only planted to a limited extent on the low-lying lands. In spite of the inevitable deficiency in the crop, both beans and bean-cake are cheap. This is because the trade with Japan is cut off; and that country has been a large purchaser of late years. If the war continues, it is to be hoped that some other market will be discovered for the staple produce of Manchuria.

We have seen but little here of the war at present. The few Japanese residents were got safely away by steamer to Kobe or Hongkong. A thousand soldiers from the camps here have marched inland, and about twice that number who came by steamer from Tientsin, have gone the same way. They have had a short time struggling through the mud, and are reported not to have got along very fast on their journey. They are, of course, destined to join the army which is entering Korea by land, and which, if report be true, has already got some way into the country. Even if the Japanese keep complete command of the sea, they will find that Manchuria can pour down upon Korea vast numbers of hard-fought, who though not perfect troops, at any rate are able both to march and fight. I have no doubt that there are defects in store for the Chinese when they begin to assume the offensive; but the wave will come on again, until the Japanese barrier is broken.

CHUNGKING.

(N. C. Daily News Correspondent.)

Again there is quite a stir in official circles in this province. The tour of investigation undertaken by the Governor of Hunan seems not to have proved satisfactory at Peking. There was suspicion, as the American phrase goes, that he had been guilty of whitewashing. So one of the same rank and intimate in the councils of the State has been sent by the overland route from Peking to Chungking. He is said to have arrived at his destination on the 21st of July. But long before his arrival dispatches came calling for various officials, at whose doors charges had been laid, to meet him there.

The District Magistrate here received a summons and, with his chair in chains, made the journey at the rate of two stages per day. He had proved himself capable, but cruel. For trifling offences poor wretches have been hung up till they died. Of course, most Chinese punishments are cruel in the eyes of Westerners, but this man was accounted cruel among his own people. On one occasion, when his underlings hesitated, he is said to have taken a lighted candle and turned the soles of the feet of prisoners. The great object was to wish for him to die.

MANCHURIA.

(FROM A CORRESPONDENT.)

Liaoyang is the ancient capital of Manchuria, and it is 100 miles from the military road to the Korean frontier branches off from the great north and south road through the province. Consequently all northern troops ordered to the front must pass our gates. During the last week some 3,000 infantry have gone by and 700 cavalry under the command of Generals Kéng and Fêng. Reports make out fully 1,000 of these to be not raw recruits, newly enlisted for this special service. Enlistment goes on merrily all round, the poor people being tempted by the high pay of 15 taels per month. It is a veritable godsend to many of them, for their crops have been ruined by last month's floods. The few stragglers that we personally have seen on the march certainly look very raw. Yesterday we watched a few in charge of some cartloads of soldiers' kits and some powder. They marched in their leader with fixed bayonet and a very conscious sense of his own importance. Next came a heavily laden Pekingese small cart, going faster than I ever considered in getting a cart to drive me; on the back of this were slung, without any protection whatever, perhaps three dozen mud-bespattered and rusty old fashioned rifles. This cart was followed by an open farmer's wagon laden with cases and kegs of gunpowder on top of which crouched a new-enlisted rustic complacently nursing his water-pipe. These are fair specimens of the "brave" procession. It is said, with what measure of truth I know not, that Chinese troops only have been ordered forward hitherto—the Manchus being held back meanwhile for reasons best known to themselves.

News travels slowly in these regions and we have only just heard of the capture of the *Myietyer* of Kéng. The report has occasioned considerable excitement, and it will be still more difficult to obtain information henceforth, for we hear that an order has been issued that the war shall not be discussed by the common people, lest they become unsettled. Silver is rising quickly, so is the price of grain. Millet which a month ago sold at 2 taels per *tan* is to-day quoted at 3.00 taels, which makes most of our neighbours look forward very anxiously.

As an instance of the average attitude of the people towards the war, take the words of a well-educated merchant in town, who the other day discussing the topic of the hour with me said: "But Japan! It's a small country and of no importance. It's a small affair to crush her after all, like one of our robber risings up North."—*N. C. Daily News*.

THE WILD CAT COLUMN.

An Australian bank, which lately "sacked" its manager, has taken that worthy back, at it is said, his own price.

It is generally believed by experts that 50 per cent. of all the new shillings in circulation are now made in China or Germany.

It would make your hair stand on end to know how much leading Victorian papers are now, more or less, completely in the hands of the banks.

The estimated 1894 Australian gold-yield to 30th June is 950,000 oz., making the Australian total to that date 93,620,000 ounces. Say, £375,000,000.

The Bank of South Australia—the awful concern which amalgamated with the Union when it was practically on its last legs—looks worse every time it is heard from. The latest report is that there will be a shortage of £1,000,000, and that a call of £1 per share is imminent "to start with." What kind of a call there will be to end with no one knows.

The men charged with salting Mt. Hoxley have been discharged at Hobart, the Govt. being unable to establish a *prima facie* case. This is the last scene of the farce. The mountain is solitary; the Ten Tors have been discovered; and the men are stationed there, as if the incident is engendered in the enormous mass of the Angel of Oblivion.

"Oxide" writes to S.M. Herald to say that he has roasted 200 tons of pyrites stone in wood kilns and got every grain of gold out, putting it through the battery after roasting in the ordinary way. The cost is about 8s. a ton for roasting, 5s. for wood, and 3s. for carting a short distance away to get rid of the slag, and his conclusion is that if roasting is viable chlorination is a waste of money.

An esteemed correspondent writes to the *Bulletin* from the Malay Peninsula:—"Mining seems to have turned the corner here. The three companies at work are now all making regular returns. April crushings—Penang, 1,100 tons, 476oz.; Malayan Concession, 310 tons, 256oz.; Raub (three months' clean-up), 1,100 tons, 700oz. There are, doubtless, many other encouraging things in the country, but the dense jungle and heavy outlay prevent systematic prospecting."

The £55 of unauthorised silver shillings sent to Melbourne were probably made in Germany, where thousands of pounds worth of bogus English coin is exported yearly for circulation. The coin is so cleverly made that even the British authorities of silver it pays which. At the present time, the silver coin is the most honest of all (to cut his die, erect his stamp and use the best of silver) about 40 per cent. net profit in every silver coin he manufactures!

The poor banks have a lot to contend with. One bank holds shares (on which there is a liability of over £15,000) in the name of one of its employees, getting 350 a year. All efforts made by the co. to get up the £15,000 having failed, it hit on the ingenious plan of offering the employee a permanent bill of £150 a year, if he could get the bank to give him an indemnity against his liability. The bank threatened "sack" if he persisted in his demand, but at last had to give the indemnity. Four days later the ex-bank-clerk had the satisfaction of serving the bank with a writ for the £15,000 odd liability for which he had been indemnified by them.

The latest development of the course of foreign capital in the formation in London of a syndicate to buy up deposits in Australian reconstructed banks. The syndicate intends to confine its operations, however, to the better class of banks—those which have a tolerably certain prospect of surviving the storm. It is proposed to invest £5,000,000 or so to begin with, and the promoters hope to purchase at an average rate of about 16s. in the £. At this figure a lot more of British money will come into Australia, and this country will pay over 55 per cent. for it while it is here, together with a bonus of £400,000 for the use of it when it finally takes its departure. Probably a few more millions will arrive in course of time at the same rate. Australia has got the foreign capital disease badly, and it assumes a more aggravated form every day. The only viable remedy is a ponderous tax on the absentee proprietor in all his varied forms—on the absentee landlord, the absentee shareholder, debenture-holder, depositor, speculator—in short, on every kind of absentee that can be imagined. Even the absentee who proposes to work the Cressbrook mine should be duly remembered.—*Sydney Bulletin*.

landlord, the absentee shareholder, debenture-holder, depositor, speculator—in short, on every kind of absentee that can be imagined. Even the absentee who proposes to work the Cressbrook mine should be duly remembered.—*Sydney Bulletin*.

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 Campbell, Moore & Co., Ltd.—\$2 per share.

EXCHANGE.
 On London—Bank, T. T. 2/2 1/2
 Bank Bills, on demand 2/2 1/2
 Bank Bills, at 4 months' sight 2/2 1/2
 Credits at 4 months' sight 2/2 1/2
 Documentary Bills, at 4 months' sight 2/2 1/2
ON PARIS:
 Bank Bills, on demand 2.75
 Credits, at 4 months' sight 2.82
ON INDIA:
 T. T. 190 1/2
 On Demand 191
ON SHANGHAI:
 Bank, T. T. 73 1/2
 Private, 30 days' sight 74 1/2
 Sovereigns (Bank's buying rate) 88.95
 Silver (per oz.) 30

VISITORS AT THE HONGKONG HOTEL.

Rev. S. A. Baylee. Capt. J. C. Brodhurst.
 Mr. Ch. Brughman. Mr. R. Lyall.
 Miss R. Clouston. Mr. J. P. Mars.
 Mr. T. B. Cunningham. Mr. C. E. Mehta.
 Dr. V. Danenberg. Mr. T. Mitchell.
 Mr. J. A. Duff. Mr. Oscar Noodt.
 Mr. J. J. East. Mr. D. Proudhon.
 Mr. and Mrs. G. H. G. Mr. H. Schwoerer.
 Miss Camilla M. Grill. Mr. Silva E. Souza.
 Miss B. Gulgoard. Mr. T. Tallock.
 Mr. Randal Harter. Mr. G. H. Wheeler.
 Mr. J. Klinghorn. Mr. W. Whitley.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Dr. Bearblock. Capt. and Mrs. Moore.
 Miss Coe. Mr. F. Morony.
 Mr. H. L. Dalrymple. Mr. W. Parfitt.
 Mr. E. Debanco. Mr. Robinson and
 Mr. R. P. Dipple. Mr. F. H. Slaghek.
 Mr. J. P. Dowling. Mr. and Mrs. A. W. Slaghek.
 Mr. Geo. Fenwick. Capt. and Mrs. Stenham.
 Mr. W. S. Harrison. Mr. A. G. Stokes.
 Mr. Geo. Holmes. Capt. and Mrs. Wilson.
 Mr. Morton Jones.
 Dr. Meadmont.
 Mr. Medhurst.

MAILS EXPECTED.

THE ENGLISH MAIL.
 The P. & O. S. N. Co.'s steamer *Rohilla*, with the outward English mail, left Singapore on the 21st instant at 4 p.m., and may be expected here on the 26th.

THE GERMAN MAIL.
 Norddeutscher Lloyd Co.'s steamer *Gera*, with the outward German mail, left Colombo on the 18th instant, and may be expected here on the 29th.

The O. & O. S. S. Co.'s steamer *Gaelic*, with mails, &c., left San Francisco for this port via Yokohama, on the 7th instant.

The P. M. S. S. Co.'s steamer *City of Peking*, with mails, &c., left San Francisco for this port via Yokohama, on the 16th instant.

THE CANADIAN MAIL.
 The Canadian Pacific Railway Co.'s steamer *Empress of India*, from Vancouver and Yokohama, left Kobe on the 21st instant at midnight for Nagasaki, Shanghai and Hongkong.

THE AUSTRALIAN MAIL.
 The E. & A. Steamship Co.'s steamer *Memur*, from Australia, left Port Darwin on the 11th instant, and may be expected here tomorrow.

THE INDIAN MAIL.
 The steamer *Catherine*, from Calcutta, left Singapore on the 18th instant, and may be expected here on the 25th.

STEAMERS EXPECTED.
 The Ocean Steamship Co.'s steamer *Titan* left Singapore on the 19th instant, and may be expected here tomorrow.

The P. & O. S. N. Co.'s steamer *Japan*, from Bombay, left Singapore on the 20th instant, and may be expected here on the 26th.

The Union Line steamer *Arcturion*, from Middlesbrough, Antwerp and Hamburg, left Singapore on the 20th instant, and may be expected here on the 26th.

The Navigazione Generale Italiana steamer *Normida*, from Bombay, left Singapore on the 20th instant, and may be expected here on the 27th.

The steamer *Glenish*, from London and Straits, left Singapore on the 22nd instant, and may be expected here on the 28th.

CHINA COAST METEOROLOGICAL REGISTER.

22nd August, 1894.—At 4 p.m.	Wind	Temp.	Humidity	Bar.	State of Sky
W. 10.0	W. 10.0	77	77	30.0	N. N. E.
N. 10.0	N. 10.0	77	77	30.0	N. N. E.
E. 10.0	E. 10.0	77	77	30.0	N. N. E.
S. 10.0	S. 10.0	77	77	30.0	N. N. E.
W. 10.0	W. 10.0	77	77	30.0	N. N. E.
N. 10.0	N. 10.0	77	77	30.0	N. N. E.
E. 10.0	E. 10.0	77	77	30.0	N. N. E.
S. 10.0	S. 10.0	77	77	30.0	N. N. E.
W. 10.0	W. 10.0	77	77	30.0	N. N. E.
N. 10.0	N. 10.0	77	77	30.0	N. N. E.

23rd August, 1894.—At 10 a.m.

Wind	Temp.	Humidity	Bar.	State of Sky
W. 10.0	77	77	30.0	N. N. E.
N. 10.0	77	77	30.0	N. N. E.
E. 10.0	77	77	30.0	N. N. E.
S. 10.0	77	77	30.0	N. N. E.
W. 10.0	77	77	30.0	N. N. E.
N. 10.0	77	77	30.0	N. N. E.
E. 10.0	77	77	30.0	N. N. E.
S. 10.0	77	77	30.0	N. N. E.
W. 10.0	77	77	30.0	N. N. E.
N. 10.0	77	77	30.0	N. N. E.

Hongkong Observatory, 23rd August, 1894.

HONGKONG REGISTER.

Previous day 4 p.m.	On date at 4 p.m.	On date at 10 a.m.
Barometer—80.0	80.0	80.0
Thermometer—77.0	77.0	77.0
Humidity—77.0	77.0	77.0
Direction of Wind—W. N. W.	W. N. W.	W. N. W.
Force—0	0	0
State of Sky—W. N. W.	W. N. W.	W. N. W.
Remarks—		

Hongkong Observatory, 23rd August, 1894.

HONGKONG TEMPERATURE.

(From Messrs. Geo. Talbot & Co.'s Register.)	Today.
Barometer—80.0	80.0
Thermometer—77.0	77.0
Humidity—77.0	77.0
Direction of Wind—W. N. W.	W. N. W.
Force—0	0
State of Sky—W. N. W.	W. N. W.
Remarks—	

Hongkong Observatory, 23rd August, 1894.

HONGKONG SHIPPING.

ARRIVALS.

ASK, Danish steamer, 596, N. C. Revabek, 23rd August, 1894, Hongkong 20th August, 1894, 22nd, General—Arnold, K. S. B. & Co.

CANTON, British steamer, 1,110, T. H. Sellar, 23rd August, 1894, Hongkong 18th August, 1894, 22nd, General—Jardine, Matheson & Co.

BELLONA, German steamer, 1,621, F. Jaeger, 23rd August, 1894, Hongkong 17th August, 1894, 22nd, General—Stensen & Co.

LYNKHORN, Norwegian steamer, 2,014, B. Hammer, 23rd August, 1894, Hongkong 17th August, 1894, 22nd, General—Kitching & Co.

SHANTUNG, British steamer, 1,535, H. C. D. Frampton, 23rd August, 1894, Hongkong 15th August, 1894, 22nd, General—Butterfield & Swire.

CLEARANCES AT THE HARBOUR OFFICE.
 Active, Danish steamer, for Helig, 23rd, 24th, Diamond, British steamer, for Swatow, 23rd, Chowfa, British steamer, for Swatow, 23rd.

DEPARTURES.
 August 23, *Natal*, French str., for Shanghai and Yokohama.
 Aug. 23, *Chunin*, German str., for Saigon.

August 23, *Chowfa*, British steamer, for Swatow and Bangkok.
 August 23, *Malakka*, German str., for Tournon and Saigon.
 August 23, *Halong*, British str., for Swatow, Amoy, and Tamsui.

PASSENGERS—ARRIVED.
 Per *Ask*, from Helig, 23—75 Chinese.
 Per *Canton*, from Shanghai, 22—Miss Clementine, Mr. Bowman, and 70 Chinese.
 Per *Bellona*, from Singapore—Mr. F. Wessel, and 250 Chinese.

REPORTS.
 The British steamship *Canton* reports that she left Shanghai on the 18th instant, and Swatow on the 22nd, and had light winds and fine weather.

Post Office.

A MAIL WILL CLOSE.

For Bangkok.—Per *Phra Chom Klao* tomorrow, the 24th instant, at 9.30 A.M.
 For Swatow, Amoy & Foochow.—Per *Hattan* tomorrow, the 24th instant, at 11.30 A.M.

For Thursday Island, Townsville, Brisbane, Sydney, and Melbourne.—Per *Tislan* tomorrow, the 24th instant, at 2.30 P.M.
 For Europe, India, &c., via Taitcorin.—Per *Sackton* tomorrow, the 24th instant, at 5 P.M.

For Shanghai, Kobe, Yokohama, Victoria, and Tacoma.—Per *Victoria* on Tuesday, the 28th instant, at 11.30 A.M.
 For Macao, Nagasaki, Kobe, Yokohama, and San Francisco.—Per *City of Rio de Janeiro* on Tuesday, the 28th instant, at 5 P.M.

For Europe, India, &c., via Bombay.—Per *Surat* on Thursday, the 30th instant, at 11 A.M.
 For Nagasaki, Kobe, and Yokohama.—Per *Ancon* on Thursday, the 30th instant, at 3 P.M.

For Port Darwin, Thursday Island, Townsville, Cooktown, Brisbane, Sydney, and Melbourne.—Per *Chingtu* on Monday, the 3rd Sept., at 3.30 P.M.
 For Tientsin.—Per *Kwelyang* on Monday, the 3rd Sept., at 3.30 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver, B.C.—Per *Empress of India* on Wednesday, the 5th Sept., at 11.30 A.M.

SHIPPING IN HONGKONG.

STREAMERS.

ACTIV, Danish steamer, 355, H. W. Storm, 22nd August, 1894, Hongkong 19th August, and Helig 21st, General—Arnold, K. S. B. & Co.

AGNES, French steamer, 200, Geo. R. Stevens, 22nd August, 1894, Hongkong 19th August, and Helig 21st, General—Arnold, K. S. B. & Co.

ARIARI, Japanese steamer, 830, Hallstrom, 22nd July, 1894, Hongkong 19th August, and Helig 21st, General—Arnold, K. S. B. & Co.

BENLON, British steamer, 1,435, A. W. S. Thompson, 22nd August, 1894, Hongkong 19th August, and Helig 21st, General—Arnold, K. S. B. & Co.

BUCHPULUS, British steamer, 1,194, J. M. Hay, 19th August, 1894, Hongkong 16th August, and Helig 18th, General—Arnold, K. S. B. & Co.

BYOND, Norwegian steamer, 771, C. Brekke, 21st August, 1894, Hongkong 18th August, and Helig 20th, General—Arnold, K. S. B. & Co.

CITY OF RIO DE JANEIRO, American steamer, 3,548, J. F. Smith, 21st August, 1894, Hongkong 18th August, and Helig 20th, General—Arnold, K. S. B. & Co.

CROWN OF ARAGON, British steamer, 1,485, 21st August, 1894, Hongkong 18th August, and Helig 20th, General—Arnold, K. S. B. & Co.

DIAMOND, British steamer, 1,030, Ellis, 22nd August, 1894, Hongkong 19th August, and Helig 21st, General—Arnold, K. S. B. & Co.

FAME, British steamer, 117, Captain Stopani, 18th August, 1894, Hongkong 15th August, and Helig 17th, General—Arnold, K. S. B. & Co.

FUJIKU, Chinese steamer, 1,504, W. H. Lunt, 27th July, 1894, Hongkong 24th July, and Helig 26th, General—Arnold, K. S. B. & Co.

HATAN, Norwegian steamer, 1,182, F. D. Goddard, 22nd August, 1894, Hongkong 19th August, and Helig 21st, General—Arnold, K. S. B. & Co.

IRENE, British steamer, 826, Henry Webber, 21st August, 1894, Hongkong 18th August, and Helig 20th, General—Arnold, K. S. B. & Co.

LINCOLN, British steamer, 1,346, W. Ward, 22nd August, 1894, Hongkong 19th August, and Helig 21st, General—Arnold, K. S. B. & Co.

PIRA, British steamer, 1,011, J. Fowler, 20th August, 1894, Hongkong 17th August, and Helig 19th, General—Arnold, K. S. B. & Co.

PIRA CHULA, British steamer, 1,011, J. Fowler, 20th August, 1894, Hongkong 17th August, and Helig 19th, General—Arnold, K. S. B. & Co.

PRAYA, 130, Captain MacIsaac—Hongkong 18th August, 1894, Hongkong 15th August, and Helig 17th, General—Arnold, K. S. B. & Co.

TAICHOV, British steamer, 862, H. Dean, 21st August, 1894, Hongkong 18th August, and Helig 20th, General—Arnold, K. S. B. & Co.

TAMARIND, Norwegian steamer, 739, S. Custer, 19th August, 1894, Hongkong 16th August, and Helig 18th, General—Arnold, K. S. B. & Co.

VICTORIA, British steamer, 1,992, John Pantan, R.N.R., 18th August, 1894, Hongkong 15th August, and Helig 17th, General—Arnold, K. S. B. & Co.

YUNO-CHING, Chinese steamer, 760, R. E. Harris, 18th August, 1894, Hongkong 15th August, and Helig 17th, General—Arnold, K. S. B. & Co.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
 THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
 Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA—Comdr. O. P. Marshall, R.N.R.—WEDNESDAY, 5th September.
EMPRESS OF JAPAN—Comdr. G. A. Lee, R.N.R.—WEDNESDAY, 3rd October.
EMPRESS OF CHINA—Comdr. R. Archibald, R.N.R.—WEDNESDAY, 31st October.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

EXCURSION TICKETS to San Francisco Midwinter Fair, CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street, Hongkong, 15th August, 1894.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Amoy, Nagasaki, Kobe, Inland Sea and Yokohama) Wednesday, 29th Aug., at Daylight.
City of Peking (via Amoy, Nagasaki, Kobe, Inland Sea and Yokohama and Honolulu) Wednesday, 19th Sept., at 1 P.M.

China (via Nagasaki, Kobe, Inland Sea and Yokohama) Tuesday, 2nd October, at 1 P.M.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via AMOY, NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA ON WEDNESDAY, the 29th Aug., at daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent, Hongkong, 22nd August, 1894.

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND. HARTMANN'S GREY PAINT. DAIMLER'S PATENT MOTOR LAUNCHES. &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th July, 1894.

NOTICE.

JEY'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEY'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these